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For lack of personnel at the time of the reorganization in September 1948 only three squadrons could be scantily organized, two of which were formed by the reorganized 24th Air Regt and one by the 25th Air Regt. The regiment numbered about 20 officers, 10 master sergeants, 35 corporals, and 300 EM. Upon the dismissal of politically unreliable personnel the regiment was reduced to two squadrons.

Maj Jar. Tykal, CO of the regiment, a Communist
2d Lt Vaclav Braun, DOZ officer
2d Lt Vilem Baum, education officer
Staff Capt Ernest Triska, technical officer
2d Lt Jindra, CO of the 1st squadron
Staff Capt Boh. Prokopec, CO of the 2d squadron.

3. The first squadron of about 90 men was equipped with about 30 Pe-2s of Soviet make. The planes were in poor condition, some engines being fit only for two-hour flights. As the required spare parts were usually disassembled from the serviceable planes, the squadron seldom had more than five planes available for service. The Pe-2 plane had a gunner's station behind the cockpit with two machine guns firing to the rear and two guns forward of the cockpit. The planes had letters LV on the fuselage with a figure following.

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4. The second squadron, about 90 men also, was equipped with 25 mosquito planes and two trainers. The planes which were not serviceable, usually about 10, were parked at the Pilsen (N 50/L 04) and Havlickuv Brod (O 50/L 64) airfields.

5. The personnel of the regiment was given instruction in:

Observation flying
Firing at ground targets in Malacky (P 49/S 82)
Taking of air photographs with mounted cameras
Bomb releasing
Air combat

6. In September 1949 [redacted] a large concrete runway was being constructed at the Kbely airfield where, so far, no runway or drainage facilities had been available.

7. In 1947 and 1948 the Pilsen Skoda Plant (skodovy zavody) established a radar station with several rotating radio loops at the Pilsen airfield. The station was assembled several times and, after being tested, transferred to the Brdy Woods (N 50/L 43).

8. [redacted]

[redacted] After each test drive the radar train returned to the Skoda Plant, where it was repaired. Radar sets were probably manufactured in the DOUDLEVCE (N 50/L 04) electrical department of the Skoda Plant and installed in Siebel aircraft at the Letnany (O 51/L 89) aircraft test station.

[redacted] Comment:

b. Of the names mentioned in para 2 only the following are known:

Staff Capt Triska, education officer in the headquarters of the Prague Air Force Base No 1 in 1948, and 2d Lt Jindra, possibly the Dpty CO of the Chrudim signal communications school in May 1948.

c. The construction of a concrete runway was confirmed [redacted]

d. [redacted] also confirmed the establishment of a mobile radar set (rail). The train was seen in MILOVICE in June 1948.

e. J. Svoboda was reported [redacted] in February 1949 to be the CO of the Brdy Woods radar station. He is probably the one mentioned in para 8.

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25X1 f. No other reports have been received on the construction of radar sets in Doudlevce but the construction of radar sets in Letnany was confirmed

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